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# A comparison of the Navy's Do-It-Yourself move program with other DoD and Coast Guard activities

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Monterey, California. Naval Postgraduate School

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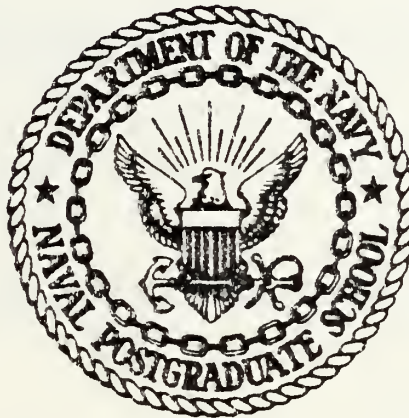






# NAVAL POSTGRADUATE SCHOOL

## Monterey, California



# THESIS

A COMPARISON OF THE NAVY'S  
"DO-IT-YOURSELF" MOVE PROGRAM WITH  
OTHER DOD AND COAST GUARD ACTIVITIES

by

John Arthur Williams, Jr.

and

Russell John Myers, Jr.

December 1983

Thesis Advisor:

D. C. Boger

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recommendations for beneficial modification of the Navy program. This study was supported through personal interviews at the various service headquarters and supporting staffs, personal observations of member counseling sessions, and interviews with major civilian contractors involved in this program. Additionally, the historical development of the DITY Program, in general, with specific applications to the U.S. Navy is explored. Conclusions are drawn based upon personal observations and interviews with planning and operational staffs while taking into consideration manning types and levels, political limitations and realities, fiscal responsibilities, and, most importantly, the possibility of degradation of service to the member.



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A Comparison of the Navy's "DO-IT-YOURSELF" Move Program  
With Other DOD and Coast Guard Activities

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Submitted in partial fulfillment of the  
requirements for the degree of

MASTER OF SCIENCE IN MANAGEMENT

from the.

NAVAL POSTGRADUATE SCHOOL  
December 1983





## ABSTRACT

This study is a comparison of the "DO-IT-YOURSELF" (DITY) Household Goods moving program, including both administrative and payment procedures, as presently used by the U.S. Army, U.S. Air Force, U.S. Marine Corps, U.S. Coast Guard and the U.S. Navy. The two purposes of this comparison are, firstly, to determine if fraud, waste and abuse exists within the Navy system to a significant degree and, secondly, to provide recommendations for beneficial modification of the Navy program. This study was supported through personal interviews at the various service headquarters and supporting staffs, personal observations of member counseling sessions, and interviews with major civilian contractors involved in this program. Additionally, the historical development of the DITY Program, in general, with specific applications to the U.S. Navy is explored. Conclusions are drawn based upon personal observations and interviews with planning and operational staffs while taking into consideration manning types and levels, political limitations and realities, fiscal responsibilities, and, most importantly, the possibility of degradation of service to the member.



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## I. INTRODUCTION

### A. BACKGROUND

During 1968-1969, the U.S. Navy was experiencing difficulties in the management of the express baggage shipments of household goods moves for Navy members. The major difficulties encountered in the express shipment program was with the Railway Express Agency (REA) and centered around traceability, accountability, damage claims, and on-time delivery.

To counter these difficulties the Navy's "Do-It-Yourself" (DITY) moving program was established in January 1971 to increase the options available to members moving within CONUS and to provide a service suited to the needs of qualified individuals and their families.

The program was tested between 1 January 1971 and 30 June 1972, using five CONUS household goods shipping activities and three contractors. The program was expanded in July 1972 to include all fifty Navy CONUS shipping activities. By October 1974, the Army and Air Force also had begun operation of their "Do-It-Yourself" Programs at six Army bases and six Air Force bases. During that time period, U-Haul International was the only rental company under contract.

The contract used in the DITY program is a centrally negotiated Blanket Purchasing Agreement (BPA) against which orders are placed. It is not a requirements contract, but is



an open-ended contract. This implies that the Navy is not obligated to place any minimum number of orders with the contractor, but when orders are placed, both the Navy and the contractor have certain terms to meet, much like the van lines' tender of services. Items such as equipment availability and reliability and contractor furnished insurance coverage for product failure, along with Government ordering and payment procedures are specifically covered in the contract.

Participation of service members is strictly voluntary. Any member who is eligible for a Government paid shipment is eligible to move himself under this program. The costs may not exceed the costs of a move under the conventional move program of the Department of Defense. The member is authorized to make either a local move or an inter-city move, whichever is authorized under his orders.

#### B. STATEMENT OF THE PROBLEM

Decisions concerning the administration and conceivable modification of the Navy's DITY Program are greatly influenced by a number of variables; some are quantifiable but, to a large extent, most are non-quantifiable variables. The research procedure then is to determine if fraud, waste and abuse are major problems for the U.S. Navy and, secondly, to attempt to develop a program which lies within the constraints of legal responsibilities in contracting services, fiscal and personnel limitations and, most importantly, maintenance of quality





of service to the member. Given these limitations and parameters, the question is whether significant cost savings can be realized while either maintaining or upgrading the quality of service to the service member.

#### C. OBJECTIVES OF THE STUDY

The objective of this study will be to determine whether fraud, waste and abuse of a significant nature exist within the U.S. Navy's program. A comparison will be made between the Navy's DITY Program and the programs of the other services to include the pros and cons of each system while paying particular attention to administrative and bill payment procedures of each particular system. Service size, mission, and general types of duty will be viewed in a non-quantifiable manner in an attempt to gain a perspective of the individual service's use of the program. The various administrative processing procedures utilized by the services for the DITY Program will also be researched in an attempt to upgrade and better utilize the Navy system.

#### D. CONTENTS

The following chapter will discuss in detail the history, both general and specific methods of administration, and bill payment procedures utilized by the various services. Chapter III will state the pros and cons of the DITY Program from the member's standpoint, a comparison of the various service's programs, and a recapitulation of the major program differences.



Chapter IV states conclusions and makes applicable recommendations for the possible modification of the U.S. Navy's program.



## II. PRESENT SYSTEMS IN USE

The DITY household goods shipment program for members of the Armed Forces was authorized pursuant to Section 747 of the Department of Defense Appropriation Act, 1976, Public Law 94-212, 90 Statutes 153, 176 and 37 United States Code 406 (1976). Implementing regulations are found in Volume I, Joint Travel Regulations, Chapter 8, Part H as modified.

### A. UNITED STATES NAVY SYSTEM

#### 1. Background

During the period 1968-1969, the U.S. Navy experienced difficulties in the management of the express baggage shipments of household goods. Prior to and including this period, Railway Express Agency (REA) was the primary mover of express shipments. The major difficulties encountered in the express shipment program with REA centered around traceability, accountability, damage claims, and on-time delivery.

To resolve these difficulties the Navy's "Do-It-Yourself" (DITY) Program was established in January 1971, with its objective being to increase the options available to members moving within CONUS and to provide a service suited to the needs of certain individuals and their families.

The DITY Program was tested between 1 January 1971 and 30 June 1972, with five CONUS household goods shipping activities and three contractors involved. The program was





expanded in July 1972 to include all 50 Navy CONUS shipping activities.

## 2. General Information

### a. Eligibility

Any Navy member who is otherwise eligible for movement of personal property at Government expense is eligible to move himself under the DITY Program. This includes members having permanent changes of station, retirement, separation, and assignments to move into or out of Government quarters.

### b. Voluntary Participation

Participation is on a strictly voluntary basis. The member may choose to move himself or have his property moved by conventional means, or a combination of both DITY and conventional means may be utilized.

### c. Weight Tickets

The member is required to obtain two certified weight tickets for all DITY moves, even if only a portion of his household goods are moved under the DITY Program. Specific information concerning weight tickets is contained in subparagraph k below.

### d. Travel Allowances

Under the DITY Program the member is entitled to travel allowances as shown below:

(1) If the move is incident to permanent change of station orders, including temporary duty en route, he is



entitled to mileage allowances in accordance with Joint Travel Regulations (JTR), paragraph M4150-2, Item 1.

(2) If the move is incident to separation orders or orders releasing the member from active duty, and he has received mileage allowances in accordance with JTR, paragraph M4157, he is not entitled to additional mileage allowances for travel under the DITY Program.

(3) If the member's dependents ride to the new destination in the rental truck, or in a privately-owned vehicle, they are entitled to monetary allowances in lieu of transportation. Such monetary allowances are in addition to the allowances paid to the member for his travel.

(4) No travel allowances are authorized for local moves.

e. Monetary Incentives Payment

The member may be eligible for an incentive payment, but only if he moves himself with rental equipment obtained from the contractors by the Personal Property Transportation Officer. He is not paid an incentive for moving in a truck or trailer which he has rented himself; however, he will be reimbursed for actual expenses. The member may also be eligible for an incentive payment if he has used his privately-owned vehicle to move himself. Not all privately-owned vehicles may be used, however. The types of vehicles permitted to be used for incentive moves are: small privately-owned trailers, pickup trucks (including those outfitted with camper shells



only), and econoline-type vans. Other cargo vehicles may be used if approved by NAVSUP on a case-by-case basis. The following vehicles are not authorized for incentive moves: motor homes, camping trailers, automobiles, station wagons, motorcycles, and pickup trucks, if outfitted with self-contained camper units. All incentive payments are made by the Navy Material Transportation Office, Norfolk, Virginia, after the move is completed and all required documentation, including certified weight tickets are received. The incentive is based on 80 percent of what it would have cost the Government to move your household goods by conventional means, less actual costs paid by the Government. All incentive payments are to be considered income and are subject to 20 percent withholding tax. Navy Material Transportation Office, Norfolk, Virginia, makes the deduction and issues a W-2 form at the time payment is made.

Example of estimated incentive computation for member with more than 225 pounds weight allowance:

(1) Military Rate Tender (MRT) rate per hundredweight (CWT)	\$27.00
Add \$5.00 to MRT rate (Packing Rate)	5.00
Total:	\$32.00

(2) 7,918 pounds net weight divided by 100 pounds raised to next even CWT = 80.

Conventional move utilizing a Government Bill of Lading (GBL) constructive cost:  
( $\$32.00 \times 80$ ) = \$2,560.00

(3) 80 percent of GBL constructive cost:  
( $.80 \times \$2,560$ ) = \$2,048.00



(4) Less payment to contractor:	\$1,100.00
Gross payment to member:	\$ 948.00
(5) Minus operating allowance:	
(\$ .25 x 200 miles) =	\$ 50.00
	\$ 898.00
(6) Less 20 percent Federal Withholding Tax:	\$ 179.60
Sub-total:	\$ 718.40
(7) Estimated net incentive:	\$ 718.40
Add operating allowance:	\$ 50.00
Total payment to member:	\$ 768.40

Example of estimated incentive computation for a member with a 225 pound weight allowance who anticipates moving 350 pounds:

(1) MRT, 500 pounds minimum	\$16.00
Add \$5.00	\$ 5.00
Sub-total:	\$21.00
(2) Member authorized only 225 pounds (2.25 CWT)	
(2.25 CWT x \$21.00 per CWT) =	\$47.25
(3) 80 percent of GBL constructive cost:	
(.80) x (\$47.25) =	\$37.80
(4) Less payment to contractor:	\$43.25
(5) Gross payment to member:	-\$5.45
(6) Less 20 percent Federal Withholding Tax:	-----
(7) Net payment to member:	-\$5.45
Total incentive payment to member:	-\$5.45
The member is liable for a checkage in the amount of \$5.45 as excess cost.	

#### f. Procedures to Claim a Monetary Incentive

If the move was completed by using a rental truck or trailer, a separate claim in order for the incentive to be paid is not required. At the time of initial counseling by





the Personal Property Transportation Officer (PPTO) a check forwarding address will be ascertained. This address is entered in Block 14 of the Application for Shipment (DD Form 1299). The PPTO is also required to annotate Block 19 of the DD Form 1299 to indicate the member's understanding that no incentive payment will be made without the two required weight tickets, and that if there is an incentive due, it should be forwarded to the address which is shown in Block 14 of the DD Form 1299. A claim for incentive is not required if a rental truck or trailer is utilized.

If an unauthorized privately-owned vehicle (POV) is used for the move, the member is required to submit a claim for the incentive payment on a Travel Voucher (DD Form 1351-2). The member must submit either proof of ownership or authority from the vehicle's owner for the use of the vehicle to the initial processing PPTO prior to the move. A rented vehicle for use as a POV for the purposes of moving is not permitted. The PPTO will indicate approval of the use of the POV on the DD Form 1351-2 and is required to annotate the form with the type of POV used. Claims submitted on this form are required to be forwarded to Commanding Officer, Navy Material Transportation Office, Code 024.2, Norfolk, Virginia 23511 for payment. Substantiating documents for this claim include two copies of the member's orders, gas and toll receipts, and certified weight tickets. No reimbursement will be provided for meals, quarters or lodging, or other costs not directly incurred as a result of operating the vehicle.



g. Rental Equipment

Rental equipment from the contractors vary from a 4-foot by 6-foot van trailer to a 24-foot moving truck. The contractors also have available a wide variety of packing materials and other moving aids. The costs of packing materials and moving aids utilized by the member are deducted from his incentive payment.

h. Trailer Hook-ups

The contractor, working through the PPTO, is required to make a determination if the member's vehicle is capable of accommodating a temporary trailer hitch. If the member's vehicle is determined to not be capable of accommodating a temporary hitch, a trailer cannot be authorized by the PPTO unless the member is willing to pay for a permanent ball type hitch. If the member's vehicle has an existing permanent hitch on the vehicle, it can be adapted at Government expense to accommodate the contractor's trailer.

i. Operating Allowances

An operating allowance will be provided to the member by his local Disbursing Officer for all inter-city truck rentals. This allowance is to be used for fuel, oil, tolls, special permits, if necessary, and weight tickets. Purchases of items not related to the operation of the rental truck are strictly forbidden. If the truck rental is cancelled, the operating allowance must be returned to the U.S. Treasury.



There is no operating allowance authorized for moves involving trailers, nor is there one for local moves involving trucks. Trucks used for local moves will be provided to the member with a full tank of fuel. Additional fuel, if required, must be substantiated by a receipt for the fuel purchased and the receipt submitted to the contractor's dealer for reimbursement at the time the vehicle is returned to the contractor.

j. Time and Mileage Authorized

For all local moves, including both truck and trailers, a maximum time limit of 48 hours is authorized at Government expense. There is no mileage limitation on local moves.

For all inter-city moves, including both truck and trailers, the maximum time limit will be established at the time the PPTO reserves the rental equipment. Additionally, inter-city moves by truck also have a mileage limitation.

In all cases when the member exceeds either the maximum time or mileage limit for the move, he is required to pay the extra costs directly to the contractor's representative at destination upon return of the rental equipment.

k. Weight Tickets

Weight tickets serve as the basis for the entitlement audit by the Navy Material Transportation Office, Norfolk, Virginia. In order to receive a monetary incentive, the member is required to obtain two weight tickets, one indicating



the empty weight of the vehicle and one indicating the loaded weight. This applies to shipments by truck, trailer or a combination of truck and trailer, as well as to moves by authorized privately-owned vehicles. On local moves, the member is required to submit only one empty weight ticket, but is required to submit a loaded weight ticket for each trip made.

Requirements for obtaining an accurate weight ticket are as follows:

(1) Empty and loaded weights for trucks must be obtained by weighing the entire unit on one scale.

(2) The gas tank is required to be full at both weighings.

(3) The driver and passengers must not be in the vehicle.

(4) Both empty and loaded weights for trailers must also be obtained by weighing the towing vehicle and trailer as one complete unit at each weighing.

(5) The trailer must be connected to the towing vehicle, the gas tank of the towing vehicle must be full, and the driver and all passengers must be out of the vehicle.

(6) Trunks, rear seats and baggage carriers on the towing vehicle are required to be empty when both weight tickets are obtained.





## l. Storage

Members are entitled to temporary storage up to 90 days. Additional temporary storage may be authorized by the destination Transportation Officer under the provisions of Joint Travel Regulations, paragraphs M8100-2b and M8100-2c. The storage must be arranged through the PPTO who is required to annotate the member's claim forms with his approval in order that the member may be reimbursed. Incentive payment will be paid only for the line-haul movement. Actual storage expenses will be paid by the Government, but no incentive will be authorized for the storage portion of the move. Self-storage, e.g., storage in a mini-warehouse at the member's expense, subject to reimbursement, is also authorized; however, this expense is deducted from the incentive to be paid.

## m. Insurance

Insurance coverage for product failure is furnished by the contractor under the terms of the contract. For truck failure, insurance limits are set at: one million dollars personal liability; two million dollars group liability, and fifty thousand dollars property damage. Product failure insurance is also provided for trailers, but additional insurance is at the member's expense and is not a reimbursable item.

## n. Loss and Damage to Household Goods

The member is covered up to the maximum fifteen thousand dollar limitation for loss and damage to household



goods, if the loss or damage is not the result of the member's own negligence and if the damage or loss is supported by a personal property inspector's report.

### 3. Member/Transportation Officer/Contractor Procedures

The service member initially receives his orders directing transfer, separation from the service, etc. which authorize the shipment of household goods. "No-cost" orders do not permit the shipment of household goods. At that time, the member proceeds to the local Personal Property Office for counseling, with a minimum of six copies of his orders. The initial counseling session conducted by the Transportation Officer's representative will discuss in both generalities and detail the member's entitlements, responsibilities, etc. During the course of this interview it is determined whether a DITY move is considered to be a viable alternative for the member to utilize. At this point, the following procedures are taken by the individuals noted:

#### a. Member Elects a DITY Move Utilizing a Privately-Owned Vehicle

A privately-owned vehicle (POV) is defined in subparagraph e above. Under no circumstances will a member be authorized to rent a vehicle for use in this type of move. The member is required to show registration or other proof of ownership at the time of counseling. If the member is not the owner, he is required to furnish written authority from the owner to use the vehicle.



At this time the counselor prepares an estimate of costs to the Government and the approximate amount of incentive which will be paid to the member. Utilizing the information received during the counseling session, the member makes a determination as to whether to continue with his DITY application. If the member declines participation in the DITY Program, other alternatives are explained, and the DITY counseling session is considered completed. However, if the member accepts a DITY move, the counselor will at that time prepare a Travel Voucher (DD Form 1351-2) utilizing the following special entries: Block IV "Transportation Request/Meal Tickets Used" - enter "Movement of personal property by POV under the monetary incentive plan is authorized", followed by the PPTO's signature and date; Block V "Charges - BOQ or Non-Government Meals and Quarters" - enter the local Defense Acquisition Regulations (DAR) rate.

Upon completion of the move, the member is required to sign and date the travel voucher and submit it for adjudication and payment, accompanied by two certified weight tickets (see sub-paragraph k above), two copies of his orders, together with gas and toll receipts, to the Commanding Officer, Navy Material Transportation Office, (Code 024.2), Norfolk, Virginia 23511.



b. Member Elects a DITY Move Utilizing Rental Service Equipment

Rental service equipment is defined as either a trailer, truck, or combination thereof, which is procured for the member's use from a qualified source by the local Transportation Officer or his representative. The rental of this equipment is possible through the use of Blanket Purchasing Agreements (BPAs) which have been executed with U-Haul International, Ryder Truck Rental, Inc., Jartran Rental System, and Hertz Rental System. The contractors have designated regional representatives to coordinate rentals for each of the activities served. Individual dealers are not named in the BPAs, but are designated by the contractors' regional representatives. Current BPAs do not include rates and charges. Also, packing materials and moving aids, are included in the BPAs. Upon request, the contractors' representatives will provide this information directly to the Transportation Officer.

The initial counseling session procedures concerning entitlements, etc. remain the same for a DITY move utilizing rental equipment. The counselor will once again prepare an estimate of costs to the Government and the approximate amount of incentive which will be paid to the member. At this point, the member will make a determination as to whether to continue with his DITY application or request an alternative type of move. If the member accepts a DITY move, the counselor will attempt to determine which type or types of rental equipment the member is eligible for and which is considered to be





the most suitable. Upon completion of the determination of type of equipment, e.g. small trailer (4 feet x 6 feet), large truck (24 feet), etc., the counselor will personally contact each of the contractors noted above to obtain a competitive price quotation. The counselor will normally place the order with the contractor submitting the lowest price, unless the member specifically requests a certain contractor. When evaluating the price quotation, the counselor will take into consideration such factors as comparability of vehicle sizes, number of days allowed, etc.

The counselor will then prepare a price comparison, using the low cost carrier, between the DITY method and the line haul rate in the applicable military rate tender, plus five dollars per hundredweight. When it is determined that the constructive cost is less than the DITY costs, the lower cost method is used provided it meets the member's needs. Whenever the higher cost DITY move is used, the paperwork submitted by the counselor must be fully documented showing justification for this decision. Factors which might lead to this justification include unrealistically short reporting time at a new duty station, short time-frames in which the member must move into or out of quarters, work stoppages, or strikes. Questionable cases are referred to NAVSUP for decision. The "Do-It-Yourself 'DITY' Counseling Checklist" (DD Form 2278) is utilized in the counseling session.



An Application for Shipment (DD Form 1299) will be prepared to include the following special entries: Block 7 - "rent truck" will be annotated on "do-it-yourself move"; Block 14 will be annotated to indicate the address the member desires the incentive payment to be forwarded; Block 19 will contain the statement "I understand no incentive payment will be made without receipt of two certified weight tickets. I request that any payment due me be forwarded to the address shown in Block 14"; the applicable DAR local move contract rate will also be shown, when appropriate; a statement indicating "high value" items are included in the DITY move, when appropriate; a statement indicating that the member has made other shipments (including GBL shipments), in addition to the DITY move, when appropriate; and the number of hours authorized for a local move, or number of days and/or miles authorized for one-way moves.

A standard rental verification form is used by all contractors involved in the DITY Program. This form is currently printed on the back of the letter size, preprinted envelope which is provided by the contractors directly to the Transportation Officer. At the time of counseling, the counselor will place the original DD Form 1299 and two copies of the member's orders in the envelope, and give it to the member unsealed with the documents inside. The member is once again counseled concerning the importance of weight tickets and instructed to ensure the weight tickets are included in the envelope at time of the submission of his claim.



The member proceeds to the local Disbursing Officer to draw his operating allowance, which is based on mileage, as determined by the counselor and the contractor selected, tolls, etc.

On the date specified, the member will pick up the rental equipment, along with the packing and moving aids as requested, and make his move as planned. Upon completion of the move and return of the vehicle to the contractors' representative at destination, the member is required to submit his claim for payment to the Commanding Officer, Navy Material Transportation Office, Code 024.2, Norfolk, Virginia 23511 for adjudication and payment. This claim must be submitted within 30 days of the move completion date.

When the total weight of the household goods and professional books, papers, and equipment exceeds the member's authorized weight allowance, the incentive computation will be based upon the member's authorized weight allowance. If the weight of the professional books, papers, and equipment results in DITY costs above the constructive costs for the maximum weight allowance, such excess costs will not be collected. For example: The member's weight allowance is 12,000 pounds. He moves 11,000 pounds of household goods and 1,500 pounds of professional books, papers and equipment. His total weight is now 12,500 pounds. The incentive is based on 12,000 pounds. If the DITY costs exceed the constructive costs, no excess cost will be collected from the member. When the weight of



the household goods alone exceeds the member's authorized weight allowance, incentive computations will be based on the maximum weight allowance, regardless of the weight of the professional books, papers and equipment. If the DITY costs exceed the constructive costs of moving the maximum weight allowance, charges will be collected on a pro-rata basis.

There are a number of cost factors involved in the counselor's computations, including:

(1) Unit Rental Price

This is the rental price for the vehicle itself. For inter-city moves, unit rental prices are quoted by the local contractor representative on a point-to-point lump sum basis, inclusive of the vehicle operating allowance. For local moves, unit rental price is quoted on a daily basis, plus a mileage charge.

(2) Other Authorized Rentals

This category includes items required by the member which are rented (not purchased) for his use. Specific items are hand trucks, furniture pads, temporary bumper hitches, and mirrors for use in pulling a trailer.

(3) Authorized Purchases

These are items available from the contractor by purchase only, and include trailer light packages, all items of packing material not otherwise indicated as rental items, and ball hitches for use with privately-owned hitches.





#### 4. Payment Procedures

The Navy utilizes a centralized billing/payment system. All claims for DITY moves, including payments to both members and contractors, are processed by the Commanding Officer, Navy Material Transportation Office, Code 024.2, Norfolk, Virginia 23511. NAVMTO utilizes a basic, somewhat sophisticated system of auditing procedures for submitted claims, and a "tickler" system for incomplete moves and Government obligations to contractors. Navy members must submit their claims for adjudication and payment within thirty days after completion of the move to prevent the issuance of pay adjustment authorizations directing the checkage of the member's pay for all advance allowances and contractor obligations. State Income Tax is not deducted from the member's incentive payment.

#### B. UNITED STATES ARMY SYSTEM

##### 1. Background

The Army's system was in the various stages of development and checking of alternative methods of moving household goods until October 1974 when the Army started testing their DITY Program. The pilot program was based primarily on the guidelines promulgated by the Department of Defense and the U.S. Navy program, which was established in January 1971. The Army pilot program was tested at six Army bases commencing October 1974. The Army program of today is considered to be a very viable and important program for Army personnel.



The Department of the Army Headquarters is currently in the process of updating and modifying the Army program to meet the needs of today's Army.

## 2. General Information

### a. Eligibility

The eligibility requirements for Army members to participate in the DITY Program are the same as for those of Navy members delineated in sub-paragraph II.A.2.a. (page 13).

### b. Voluntary Participation

Participation in the Army DITY Program is on a strictly voluntary basis.

### c. Weight Tickets

Under the Department of the Army DITY Program, the weight ticket requirements are the same as delineated in the Navy program. See sub-paragraph II.A.2.c. (page 13).

### d. Travel Allowances

Under the Department of the Army DITY Program, the travel allowance benefits are the same as delineated in the Navy program. See sub-paragraph II.A.2.d. (page 13).

### e. Monetary Incentive Payment

The basic requirements of the Army's DITY Program monetary incentive payment are identical to those contained in the U.S. Navy program in sub-paragraph II.A.2.e. (page 14). However, monetary incentive payment for a member who is authorized only a 225 pound weight allowance differ drastically.



The example of the estimated monetary incentive payment computation for a member with more than 225 pounds weight allowance for Navy personnel, as shown in sub-paragraph II.A.2.e (page 15), would be exactly the same for an Army member with a comparative weight allowance with the exception that State Income Tax deductions, if applicable, are made. However, for an Army member with a 225 pound weight allowance who anticipates moving 350 pounds, the method of computing and actual difference in total payment to the member differ greatly:

(1) MRT, 500 lbs minimum (per CWT)	\$16.00
Add \$5.00 (Packing rate)	\$ 5.00
Sub-total (per CWT):	\$21.00
(2) 500 lbs = 5 CWT	
(5 CWT x \$21.00 per CWT) =	\$105.00
(3) 80 percent of GBL constructive cost:	
(.80) x (\$105.00) =	\$ 84.00
(4) less payment to contractor:	\$ 43.25
(5) Gross payment to member:	\$ 50.75
(6) Minus operating allowance:	
(\$ .25) x (100 miles)	
(7) Less 20 percent Federal withholding tax:	\$ 10.15
(8) Less state tax (if applicable):	-----
(9) Net payment to member:	\$ 40.65
Total incentive payment to member:	\$ 40.65

The great disparity between the example above and the previous example for Navy personnel is based on the fact that since the MRT is based on a 500 pound minimum, this minimum weight of 500 pounds instead of the member's entitlement



of only 225 pounds is utilized in the computation for Army personnel. To further justify the utilization of the 500 pound minimum weight, Department of the Army officials stress the fact that had the member not utilized the DITY Program the Government would be liable for payment to a household goods carrier for a conventional move (utilizing normal GBL payment procedures) for a minimum weight of 500 pounds, although the member is authorized to move only 225 pounds. This liability is based on the fact that the MRT is promulgated with the minimum weight of 500 pounds.

f. Procedures to Claim a Monetary Incentive

The basic procedures to claim a monetary incentive are basically the same as stated in the Navy program. See sub-paragraph II.A.2.f. (page 16). Incentive payments are made by the appropriate Finance and Accounting Office (F&AO) based on the member's claim DD Form 1351-2 (Travel Voucher) upon completion of the move. Origin F&AO's effect payment for members leaving active duty and in all other cases where a destination F&AO cannot be identified. After the member completes the move, a DD Form 1351-2 is submitted with the required supporting documents to the F&AO making payment. The following supporting documents must be furnished by the member:

(1) Three copies of travel orders.

(2) Certified weight tickets (tare and gross) for each truck/trailer loaded and unloaded or POV loaded and unloaded.





(3) Three copies of DD Form 1155 (Order for Supplies and Services).

(4) Customer's copy of the rental contract, including the cost of moving aids and operating allowance, as computed by the destination contractor's agent after returning the equipment.

(5) Two copies of the cost comparison statement.

(6) One copy of the receipt for purchased items (if applicable).

(7) When POVs are utilized, an approval statement on the DD Form 1299 is substituted for the DD Form 1155 and rental contract.

g. Rental Equipment

The various types of rental equipment for Army personnel are identical to those contained in sub-paragraph II.A.2.g. (page 18).

h. Trailer Hook-ups

The requirements or alternatives for trailer hook-ups for Army personnel are identical to those contained in sub-paragraph II.A.2.h. (page 18).

i. Operating Allowances

Entitlement to and procedures for computing the operating allowance for Army members are the same as those for Navy members delineated in sub-paragraph II.A.2.i. (page 18).



j. Time and Mileage Authorized

The authorized time limit and authorized mileage for rental equipment for Army personnel are computed in the same manner as they are for Navy personnel contained in sub-paragraph II.A.2.j. (page 19).

k. Weight Tickets

Proper submission of weight tickets, both tare and gross, are essential for an Army member's claim to be properly adjudicated and processed. The requirements for obtaining an accurate weight ticket are identical for those of Navy personnel delineated in sub-paragraph II.A.2.c. (page 13). Current Army regulations require the checkage of the member's pay for all costs and allowances paid if proper weight tickets are not submitted to the paying F&AO within 45 days of completion of the move. If the member subsequently submits the weight tickets, he is reimbursed accordingly. Navy members are required to submit only two properly certified weight tickets; however, current Army regulations require the submission of three certified copies of both weight tickets.

l. Storage

When a DITY move is made, the member should have a residence available for delivery of the household goods upon arrival at destination, or upon expiration of the time allowed for the truck rental. For example, if the member is moving from Fort Dix, New Jersey to Fort Eustis, Virginia, five days are allowed for truck rental. Since the actual travel time



can be one or two days, the member should have a delivery residence upon arrival or, at the latest, on the fifth day after vehicle rental commenced. If the member does not have a delivery address, the member is to contact the destination Transportation Officer to arrange for storage.

If temporary storage is required, the least costly method will be selected by the destination Transportation Officer. When temporary storage is authorized, two separate DITY moves are necessary: one to the point of storage, and one out of storage. The DITY move into storage is performed as a regular inter-city move. The delivery from storage is a continuation of the move; therefore, the DITY move from storage to point of destination will not result in an additional incentive payment. However, household goods moved under DITY may be placed in or remain in a storage facility at the member's expense (which terminates his PCS entitlement), and orders assigning the member to Government quarters under Joint Travel Regulations, paragraph M8309, may be subsequently issued. If so, a member may then be eligible for an additional incentive. The cost of the move to quarters will be based on the local contract rate.

If the member elects to personally arrange for self-storage of his household goods, such as in a mini-warehouse, he does so at his own personal expense. Subsequently, when the member desires delivery of his property, the destination Transportation Officer will issue a DD Form 1155 for a



rental vehicle to move the property from storage to the member's residence. The member must then file a claim through the Transportation Officer for reimbursement of storage costs. Extended vehicle rental time is an additional option open to the member. The charges for extended vehicle rental are deducted from the member's incentive payment.

Members are entitled to temporary storage up to 90 days. Additional temporary storage may be authorized by the destination Transportation Officer under the provisions of Joint Travel Regulations, paragraphs M8100-2b and M8100-2c.

m. Insurance

Insurance coverage for product failure are identical to those delineated in sub-paragraph II.A.2.m. (page 21). Normally, a member will be considered to be performing official duties on a DITY move when personally driving on a direct route from one duty station to the next without delay or deviation, and will thus be immune from suit if a vehicular accident occurs. The member is required, however, to report any accident under AR 385-40, Chapter 3, and to the Claims Judge Advocate's Office of his gaining command. Accidents will be investigated and claims arising against the United States out of a DITY move will be processed in accordance with applicable Army Regulations.





n. Loss and Damage to Household Goods

The regulations for reporting loss and damage to household goods are identical to those delineated in subparagraph II.A.2.n. (page 21).

o. DITY Between CONUS and Alaska and CONUS and Canada

Members are entitled to utilize the DITY Program on these moves as long as the entire route includes only over-land highways. The use of the maritime highway is not permitted. Neither is the use of contractor-furnished rental equipment authorized; however, approved privately-owned vehicles are authorized.

3. Member/Transportation Officer/Contractor Procedures

The service member initially receives his orders directing his transfer, separation from the service, etc. which authorize the shipment of household goods. "No-Cost" orders do not permit the shipment of household goods. At that time, the member proceeds to the local Transportation Officer for counseling, with a minimum of two copies of his orders. The initial counseling session conducted by the Transportation Officer's representative will discuss in both generalities and detail the member's entitlements, responsibilities, etc. During the course of this interview it is determined whether a DITY move is considered to be a viable alternative for the member to utilize. At this point, the following actions are taken by the individuals noted:



For members stationed in CONUS, the origin Transportation Officer (TO) will counsel the member using the Do-It-Yourself (DITY) Checklist (DD Form 2278). For members stationed overseas who desire to make a DITY move upon returning on PCS to CONUS, the overseas TO will send a DD Form 1299 signed by the member, with the DITY origin and destination, estimated weight, and two copies of the PCS orders, to the CONUS TO at the location of the household goods. The CONUS TO will process the DD Form 1299 and advise the member by message if a DITY move is authorized. If authorized, the CONUS TO will mail the completed DITY documents to the overseas TO who will provide them to the member.

Members are counseled on all aspects of the DITY Program, with special emphasis placed on the requirements for receipt of a monetary incentive. The counselor will then make a cost comparison of the moving options available to the member. The estimated DITY cost may exceed the GBL constructive cost. If so, the member is required to sign a statement to this effect on the DD Form 1299. This statement will show that the member acknowledges the estimated excess costs due and the method for making payment.

If the member is entitled to and desires the use of rental equipment, the counselor will assist him in determining the proper size and type of equipment, along with the proper amounts of packing materials needed for the move. The estimated weights are based on "estimating charts" provided in the rental



company's moving guide pamphlet. The counselor will obtain price quotes from the rental companies and complete the "price quotation" block of the DD Form 2278. The counselor will order the vehicle, packing materials and moving aids for the member, and will complete an Order for Supplies or Services (DD Form 1155). The counselor will at this time provide the member with all details concerning the pick-up of the vehicle and packing and moving aids.

a. Member Elects a DITY Move Utilizing a Privately-Owned Vehicle

The procedures used for Army personnel are basically identical to those for Navy personnel contained in sub-paragraph II.A.3.a. (page 22), except as noted in sub-paragraph II.B.2.o. (page 37).

b. Member Elects a DITY Move Utilizing Rental Service Equipment

The procedures used for Army personnel are basically identical to those for Navy personnel contained in sub-paragraph II.A.3.b. (page 24).

4. Payment Procedures

The remainder of the procedures and entitlements for Army personnel are basically identical to those of the Department of the Navy. However, there are two main exceptions for Army personnel:

a. The Army member is required to submit the required paperwork to properly support his claim for payment to the gaining F&AO , which is a decentralized payment system. The



Navy system is a centralized payment system wherein the member is required to submit his claim for payment to the Commanding Officer, Navy Material Transportation Office, Norfolk, Virginia. The Army system does deduct State Income Tax from the incentive payment, when applicable.

b. The Army system for computing the incentive payment for personnel in pay-grades E-4 (less than two years service) and E-3 and below is based on a 500 pound minimum weight as shown in the MRT, although the member is entitled to a maximum weight of 225 pounds. Contrastingly, the Navy system strictly adheres to the member's weight entitlement of 225 pounds; although if the member did not elect a DITY move, the Government would be charged at the minimum weight of 500 pounds as indicated in the MRT.

## C. UNITED STATES MARINE CORPS SYSTEM

### 1. Background

The Marine Corps system is based primarily on the guidelines promulgated by the Department of Defense and the U.S. Navy program. The Marine Corps pilot program began in early 1976 and was somewhat modified in June 1980. The Marine Corps program of today is fully operational and strongly supported by Marine Corps Headquarters.

### 2. General Information

As a national service under the Department of Defense, the Marine Corps system is authorized by the same Public Law





and is required to use the same implementing instructions as the other services under the purview of the Department of Defense.

Generally, the information contained in sub-paragraphs II.A.2., II.A.3., and II.A.4. (pages 13, 22, and 29) are basically identical. The three major differences in the Marine Corps system are the paying agents, required statistical reporting of DITY moves and the authorization for the use of the 500 pound MRT rate instead of the 225 pound weight allowance for members E-4 (less than two years service) and E-3 and below.

### 3. Payment Procedures

The Marine Corps system utilizes both a centralized and decentralized system for payments on DITY moves. The Commanding General (Code 470), Marine Corps Logistics Base, Albany, Georgia 31704 is responsible for both contractor and member payments for inter-city moves, while the Disbursing Officer serving the activity holding funding responsibility for the move is responsible for all payments on local moves.

### 4. Required Reporting

The Commanding General (Code 470), Marine Corps Logistics Base, Albany, GA, and each installation Transportation Officer, are required to submit to the Commandant of the Marine Corps (Code LFT-4) a quarterly report of moves made under the DITY Program. The report submitted by the installation Transportation Officers include only those DITY moves



chargeable to C&MMC local funds. Report Symbol MC-4050-04 has been assigned to this report.

5. Use of the 500 Pound MRT Minimum Instead of the 225 Pound Weight Allowance

The Marine Corps system for computing the incentive payment for personnel in pay-grades E-4 (less than two years service) and E-3 and below are identical to those utilized by the Department of the Army contained in sub-paragraph II.B.4.b. (page 40).

D. UNITED STATES AIR FORCE SYSTEM

1. Background

The Air Force's DITY Program started approximately the same time as the Army's program (October 1974). The pilot program was based primarily on the guidelines promulgated by the Department of Defense and the Navy program. The Air Force pilot program was tested at six Air Force bases commencing October 1974 and is a fully operational and very successful program today.

2. General Information

Under Public Law, the Air Force system is authorized to have a DITY Program. They are required to use the same implementing instructions as the other services under the purview of the Department of Defense.

Generally, the Air Force DITY Program is the same as the Army's system. The information contained in sub-paragraphs II.B.2, II.B.3, and II.B.4. (pages 30, 37, and 39) is basically identical with the following exceptions:



a. DITY Outside CONUS

DITY Moves are authorized outside of CONUS in designated locations. However, certain areas have designated restrictions which pertain to specific areas. Regulation AFR 75-33 lists the different restrictions for DITY moves by location. For example, licensing requirements may vary by country. Transportation Officers processing DITY moves at overseas locations are aware of limitations such as age restrictions, type of driver's license required, or laws that would preclude operation of rental or privately-owned trucks or trailers in intra and/or inter-country DITY moves.

b. Weight Tickets

Sub-paragraph II.B.2.k. (page 34) indicates that the Army system requires the submission of three copies of both tare and gross weight tickets. However, the Air Force system parallels the Navy system in which only two copies of tare and gross weight tickets are required.

c. Redistribution Charges

Air Force Transportation Officers are specifically tasked to search for alternate turn-in points if a redistribution charge will be added to the cost of the rental equipment.

d. Required Reporting

Installation Transportation Officers are required to file reports on all DITY moves completed each quarter. The major commands are required to consolidate the reports from their respective Transportation Officers and submit a combined



report, not later than the 25th day of the month following the quarter reported, to Headquarters, USAF/LETT. Report Symbol RCS: JTR 1011 has been assigned to this report.

- e. Use of the 500 Pound MRT Minimum Instead of the 225 Pound Weight Allowance

The Air Force system for computing the incentive payment for personnel in pay-grades E-4 (less than two years service) and E-3 and below is identical to that for Army personnel identified in sub-paragraph II.B.4.b. (page 40).

## E. UNITED STATES COAST GUARD SYSTEM

### 1. Background

The United States Coast Guard originally started their DITY Program in June 1981 due to requests from the field to initiate a program similar to the other services. The United States Coast Guard's program was developed for the purpose of increasing the options available to military members for the movement of their personal property within CONUS and to provide members who use this program an opportunity to earn a monetary incentive for moving their own household goods.

### 2. General Information

#### a. Eligibility

The eligibility requirements for Coast Guard members to participate in the DITY Program are the same as those for Navy members described in sub-paragraph II.A.2.a. (page 13).





b. Voluntary Participation

Participation in the Coast Guard DITY Program is strictly voluntary. The availability of the service is not intended to eliminate the member's right to choose one authorized mode of shipment over another, and although the use of the DITY Program is encouraged, it is not mandatory.

c. Weight Tickets

The Coast Guard requirements for weight tickets are the same as those for Navy members described in sub-paragraphs II.A.2.c. and II.A.2.k. (pages 13 and 19).

d. Travel Allowances

The travel allowances for which the Coast Guard member is entitled are the same as those for Navy members described in sub-paragraph II.A.2.d. (page 13).

e. Monetary Incentive Payment

The basic requirements of the Coast Guard's DITY Program procedures utilized to determine the eligibility for payment of a monetary incentive are similar to those contained in the Navy's program described in sub-paragraph II.A.2.e. (page 14) as modified by the Army's program described in sub-paragraph II.B.2.e. (page 30). The incentive payments are made by the appropriate origin Authorized Certifying Officer (ACO) based on the member's claim, which is submitted on DD Form 1351-2 (Travel Voucher or Subvoucher) upon completion of the move. Coast Guard members are explicitly advised that



payment of the monetary incentive will not be completed until a minimum of 45 days after completion of the move.

f. Procedures to Claim a Monetary Incentive

The basic requirements of the Coast Guard's DITY Program procedures utilized to determine the eligibility for payment of a monetary incentive are similar to those contained in the Navy's program described in sub-paragraph II.A.2.f. (page 16).

g. Rental Equipment

The various types of rental equipment for Coast Guard personnel are identical to those for Navy members contained in sub-paragraph II.A.2.g. (page 18).

h. Trailer Hook-ups

The requirements or alternatives for trailer hook-ups for Coast Guard personnel are identical to those contained in sub-paragraph II.A.2.h. (page 18).

i. Operating Allowance

A cash advance operating allowance will be authorized by the origin travel Authorized Certifying Officer (ACO) for all inter-city truck/trailer rentals. The ACO is required to indicate by endorsement on the original and three copies of the member's orders the cash advance, if any, paid in connection with the DITY move. This allowance is to be used for rental of equipment, moving aids, fuel, oil, tolls, special permits, and weight tickets. Other purchases, especially those not related to the operation of the rental truck/trailer, are strictly



prohibited. The member is required to reconcile the operating allowance expenditure upon completion of the move. The more expenses incurred, the less cash incentive will be realized by the member.

A cash advance operating allowance is also authorized for a local move involving a truck/trailer. Rental trucks used for local moves are provided with a full tank of fuel and are required to be returned with a full tank of fuel.

On inter-city moves, the cash advance paid to the member is 50 percent of the Military/Government Rate Tender (MRT) line haul transportation rate, plus \$5.00 per hundred pounds for the distance between the new and old duty stations. The weight to be used is the Joint Travel Regulations (JTR) prescribed maximum weight allowance, or the estimated weight indicated on the Application for Shipment (DD Form 1299), whichever is smaller. For example, based on the foregoing, if the Transportation Officer determines that the cost to the Government would have been \$2,000.00, the cash advance operating allowance given to the member would be \$1,000.00. For local moves, the local drayage contract/tender is utilized. The cash advance operating allowance is 50 percent of the drayage rate. A most significant restriction placed on Coast Guard personnel is that an advance operating allowance is not available to members released from active duty and no longer in a pay status.



j. Time and Mileage Authorized

The authorized time limit and mileage for rental equipment for Coast Guard personnel are computed in the same manner as they are for Navy members described in sub-paragraph II.A.2.j. (page 19).

k. Weight Tickets

Proper submission of weight tickets, both tare and gross, are essential for a Coast Guard member's claim to be properly adjudicated and processed. The requirements for obtaining an accurate weight ticket are identical for those of Navy personnel described in sub-paragraph II.A.2.c. (page 13). The member must obtain valid weight tickets, and return them to the local Transportation Officer within 30 days from receipt of the rental vehicle. Failure to do so could cause the member to be billed for the total cost of the shipment, plus the loss of any incentive payment due. Only one copy of both tare and gross weight tickets are required to substantiate the member's claim as compared to two for the Navy and Marine Corps, and three for the Air Force and Army member.

l. Storage

The storage entitlement for Coast Guard members is similar to those for Army personnel contained in sub-paragraph II.B.2.1. (page 34).

m. Insurance

The Coast Guard member's entitlement for insurance are identical to those for Navy members described in sub-paragraph II.A.2.m. (page 21).





n. Loss and Damage to Household Goods

Claims for loss and damage to household goods are identical to those delineated in sub-paragraph II.A.2.n. (page 21).

3. Member/Transportation Officer/Contractor Procedures

The service member initially receives his orders directing his transfer, separation from the service, etc. which authorize the shipment of household goods. "No-Cost" orders do not permit the shipment of household goods. At that time, the member proceeds to the local Transportation Officer (TO) for counseling with the original and three copies of the orders. The origin Transportation Officer has the responsibility to counsel members in regard to the DITY Program and to approve or disapprove requests based on the cost-effectiveness to the Government. The Transportation Officer is required to utilize a "DITY WORKSHEET FOR ONE-WAY/LOCAL MOVES" for computing actual costs for the member's move. The counselor is also required to utilize a "DO IT YOURSELF MOVE COUNSELING CHECKLIST" during the counseling session. It should be stressed that unlike the other services, the member himself is tasked with searching for and arranging for the rental service equipment, packing aids and moving aids, as this is not a function of the duties required of a Coast Guard Transportation Officer.



4. Member Elects a DITY Move Utilizing a Privately-Owned Vehicle

The procedures utilized for Coast Guard personnel are similar to those for Navy members contained in sub-paragraph II.A.3.a. (page 22). However, the cash advance for operating allowance authorized by the Authorized Certifying Officer (ACO) will be 50 percent of the total Military/Government Rate Tender (MRT) line haul rate, plus \$5.00 per hundred pounds. For local moves, the local drayage contract/tender is used. The cash advance operating allowance is 50 percent of the drayage rate. Operating allowances are not authorized for members being released from active duty and no longer in a pay status.

5. Member Elects a DITY Move Utilizing Rental Service Equipment

The counseling procedures utilized for Coast Guard personnel are similar to those for Navy personnel contained in sub-paragraph II.A.3.b. (page 24). However, the Coast Guard does not have established BPA contracts for truck/trailer rental equipment. The member is required to use his advance operating allowance to pay for the rental. (See sub-paragraph II.E.2.i. (page 46)).

6. Payment Procedures

The Transportation Officer at origin makes the cost comparison/incentive estimate at the time of counseling to determine if a DITY move is advantageous to the Government compared to the conventional method of moving. An estimate of the weight allowance to be shipped, or the member's weight



allowance, whichever is less, is used in the initial cost comparison. Similar to the Army, Marine Corps and Air Force systems the Coast Guard member with a 225 pound weight allowance, the 500 pound MRT minimum weight rate, plus \$5.00 per one hundred pounds is utilized. The origin ACO makes all payments of the initial cash advance operating allowance.

Upon completion of the move, the member is required to furnish the actual net weight of the shipment, based on the weight tickets obtained at either the origin or destination points, to the destination Transportation Officer. The Transportation Officer computes the conventional GBL cost using the applicable MRT and mileage from the mileage guide published by the Household Goods Carriers' Bureau of Movers, and Warehouseman's Association of America, Inc. This cost is then furnished to the ACO for computation of the incentive and operating allowance, if any, due the member. It is the member's responsibility to retain the required paperwork provided by the origin Transportation Officer and to obtain properly certified weight tickets. The Coast Guard member is required to submit this paperwork to the new duty station's ACO which, unlike the Navy, is a decentralized payment system.

#### 7. Service Restrictions

Since the U.S. Coast Guard is a service under the Department of Transportation and not under the Department of Defense as is the Navy, Army, Air Force and Marine Corps, interaction to the extent of arranging for or payments



concerning DITY moves for Coast Guard members is very restrictive. Coast Guard members are required to utilize only Coast Guard activities in all areas of arranging, processing, and payment of DITY moves. Likewise, members of the Navy, Army, Air Force and Marine Corps are restricted from the use of Coast Guard facilities concerning DITY moves. Contrastingly, there exist no restrictions concerning the interaction of Navy, Army, Air Force or Marine Corps members, amongst these services, in the areas of arranging, processing, or payment for DITY moves.





### III. SYSTEM COMPARISONS

As delineated in Chapter II, the basic criterion ranging from eligibility to payment procedures for most of the services are considered to be somewhat general and suited to the individual service. There are, however, specific pros and cons which relate to the member and a separate set of pros and cons which directly relate to the administration of these programs and indirectly relate to the member.

#### A. PROS TO THE SERVICE MEMBER

1. The major benefits to the member of utilizing a DITY move are centered around the fact that the utilization of the program is strictly voluntary and the potential for personal financial gain, especially if the weight to be moved exceeds the member's authorized weight allowance and would normally place the member in an "excess cost" situation.

2. By utilizing a DITY move the member is in constant possession of his entire lot of household goods. This helps to assure the member that all of his household goods will reach the final destination in a timely manner and without the added burden of possible loss or theft.

3. A DITY move is usually performed in a more relaxed atmosphere, especially during the packing process. This atmosphere allows the member to more exactly sort his property, to his liking, without any external pressures. It is normal



practice under a non-DITY move to turn the packers loose in the member's residence and simply stand by and observe their actions; however, when the member and/or his family members are performing this task they tend to reevaluate their property as they are packing it. This action saves the Government shipping costs and helps the member to keep within his authorized weight allowance.

#### B. CONS TO THE SERVICE MEMBER

1. The disadvantages to the member begin with a lack of state-of-the-art equipment. The household moving equipment rental market, dominated by only a few major commercial firms, has a fairly limited size and type of equipment available. The largest single unit (without going to a commercial semi-tractor type equipment) is a 24-foot truck holding 1303 cubic feet of cargo. This can be coupled with a 12-foot trailer for another 378 cubic feet of cargo space. A "moderate" military household consisting of a family with three or more children would find the use of a single truck alone bordering on insufficient cargo space. This equipment, when compared to the modern equipment of commercial movers which are specifically constructed for the movement of household effects with extra doors for ease of packing, special shock absorbers for a smoother ride, etc., is definitely not in the member's best interest.



2. Another disadvantage to the member is in the area of limited availability of suitable packing material. All packing materials the member receives from the contractor must be paid for and this amount is deducted from the member's total incentive payment. Boxes are available, but furniture pads for rental/purchase are made of either paper or thin cloth, neither of which provide the protection of quilted commercial pads.

3. The member must consider the required labor and skill necessary for the packing, loading, unloading, and unpacking of his household goods. The typical member cannot classify himself as a professional packer or mover.

4. If the move being made is a long-distance move, the rigors associated with driving a truck or pulling a trailer, coupled with varying weather conditions, road conditions, etc., can be harrowing to the member and/or his family.

5. Finally, a DITY move for a "moderate" sized military family can be a very labor intensive experience. Although provisions exist for the hiring and payment of laborers to assist in loading and unloading, these payments are deducted from the total incentive payment to the member.

#### C. PROS OF THE NAVY SYSTEM

1. The U.S. Navy program is a very unencumbered program for the member to utilize. The majority of the administrative processes required to make the program work are placed on the local Personal Property Transportation Officer and his assistants.



2. The Navy system utilizes a centralized billing/payment procedure which allows for greater controls in the area of fiscal responsibility, auditing procedures, reporting procedures, etc.

#### D. CONS OF THE NAVY SYSTEM

1. The Navy system is heavily burdened administratively in the area of Transportation Officer procedures in comparison to the procedures required in a conventional move (e.g., drawing up of the cost comparisons, obtaining quotes from all contractors, etc.).

2. The Navy system strictly adheres to the 225 pound weight entitlement for personnel in pay-grades E-4 (less than two years service) and E-3 and below even though the MRT minimum published weight limit is 500 pounds upon which a conventional move is based. The Navy is the only service which adheres to this policy.

3. The Navy instruction governing the DITY Program is not as explicit in detail as the instructions for the other services.

4. Transportation Officer counselors are required to use published MRT rates instead of discounted rates offered by many household goods carriers on various routes to draw up the required cost comparison. The use of published rates instead of discounted rates results in an inaccurate analysis of the cost and benefits to both the member and the service.





5. Statistics obtained from the Military Traffic Management Command (MTMC) and Navy Material Transportation Office (NAVMTO) indicate the average cost per hundredweight (CWT) of a domestic door-to-door move utilizing conventional means to be \$20.50 based on 42,661 shipments, as compared to the average cost per hundredweight (CWT) of \$37.50 in the Navy DITY Program based on 13,342 shipments (see Appendices A and B). The average cost utilizing conventional means of \$20.50 per CWT does not include packing/unpacking, storage or other accessorial charges. It is estimated that these charges would increase the average cost per CWT by 30-40 percent. This change would result in the average cost per CWT of a conventional move ranging from \$27.65 to \$28.70, which remains substantially lower than the average cost of \$37.50 per CWT for a DITY move.

6. The Navy system currently authorizes the payment of advance operating allowances to members being released from active duty and no longer in a pay status. This procedure makes the collection of erroneous or fraudulently obtained payments difficult and highly susceptible to fraud and abuse.

#### E. PROS OF THE ARMY SYSTEM

1. The Army program is a very unencumbered program for the member to utilize. The majority of the administrative processes required to make the program work are placed on the Installation Transportation Officer and his assistants.



2. The Army instructions governing the DITY Program are extremely well written and very explicit in the areas of entitlements, procedures and sample forms.

3. Statistics obtained from MTMC and NAVMTO indicate the average cost per hundredweight (CWT) of a domestic door-to-door shipment utilizing conventional means to be \$21.05 based on 72,312 shipments as compared to the average cost per hundredweight (CWT) of \$24.30 in the Army DITY Program based on 13,780 shipments (see Appendices A and C). However, the average cost utilizing conventional means of \$21.05 per CWT does not include packing/unpacking, storage or other accessorial charges. It is estimated that these charges would increase the average cost per CWT by 30-40 percent. This change would result in the average cost per CWT of a conventional move ranging from \$27.36 to \$29.47 which is higher than that reported for DITY moves. However, it should be noted that considering the decentralized billing procedures utilized by the Army any difficulties in the reporting system utilized by individual Installation Transportation Officers could greatly influence these reported figures.

#### F. CONS OF THE ARMY SYSTEM

1. The Army system utilizes a decentralized payment system which allows for a greater number of errors, less opportunity for successful auditing, and a fragmented reporting system.



2. The Army DITY Program is heavily burdened administratively in the area of Installation Transportation Officer procedures.

3. Installation Transportation Officers are required to use published MRT rates instead of discounted rates offered by many household goods carriers on various routes to draw up the required cost comparisons. The use of published rates results in an inaccurate analysis of the cost and benefits to both the member and the service.

4. The Army system currently authorizes the payment of advance operating allowances to members being released from active duty and no longer in a pay status. This procedure makes the collection of erroneous or fraudulently obtained payments difficult and highly susceptible to fraud and abuse.

#### G. PROS OF THE MARINE CORPS SYSTEM

1. The Marine Corps program is a very unencumbered program for the member to utilize. The majority of the administrative processes required to make the program work are placed on the Installation Transportation Officer and his assistants.

2. The Marine Corps instructions governing the DITY Program are extremely well written and very explicit in the areas of entitlements, procedures and sample forms.

3. Statistics obtained from MTMC and NAVMTO indicate the average cost per hundredweight (CWT) of a domestic door-to-door shipment utilizing conventional means to be \$25.05 based



on 15,174 shipments as compared to the average cost per hundred-weight (CWT) of \$25.23 in the Marine Corps DITY Program based on 7575 shipments. The average cost utilizing conventional means of \$25.05 per CWT does not include packing/unpacking, storage or other accessorial charges. It is estimated that these charges would increase the average cost per CWT by 30-40 percent. This change would result in the average cost per CWT of a conventional move ranging from \$32.56 to \$35.07, which is substantially higher than the average cost per CWT of a DITY move. However, considering the combination of both centralized and decentralized billing/payment procedures utilized by the Marine Corps any difficulties in the reporting system utilized by individual Installation Transportation Officers could greatly influence these reported figures (see Appendices A and D).

#### H. CONS OF THE MARINE CORPS SYSTEM

1. The Marine Corps utilizes both a centralized and decentralized billing/payment system which allows for a greater number of errors, less opportunity for successful auditing and a fragmented reporting system.

2. The Marine Corps DITY Program is heavily burdened administratively in the area of Installation Transportation Officer procedures.

3. Transportation Officer counselors are required to use published MRT rates instead of discounted rates offered by many household goods carriers on various routes to draw up the





required cost comparison. The use of published rates results in an inaccurate analysis of the cost and benefits to both the member and the service.

4. The Marine Corps system currently authorizes the payment of advance operating allowances to members being released from active duty and no longer in a pay status. This procedure makes the collection of erroneous or fraudulently obtained payments difficult and highly susceptible to fraud and abuse.

#### I. PROS OF THE AIR FORCE SYSTEM

1. The Air Force system is a very unencumbered program for the member to utilize. The majority of the administrative processes required to make the program work are placed on the local Installation Transportation Officer and his assistants.

2. The Air Force Transportation Officers are specifically tasked to search for alternate turn-in points for rental service equipment, if a redistribution charge will be added to the cost of the rental equipment. This particular tasking is not specifically referred to in the instructions of the other services.

3. The Air Force instructions governing the DITY Program are extremely well written and very explicit in the areas of entitlements, procedures and sample forms.

4. All Air Force installations visited and observed during the research phase of this study indicated a very high concern for the member and his entitlements, an indepth knowledge of



the inner workings of the program, and appeared to be very customer-oriented in all phases of the program. These positive "customer-service" attributes tend to greatly increase both quality and quantity of service to the individual member.

5. Statistics obtained from MTMC and NAVMTO indicate the average cost per hundredweight (CWT) of a domestic door-to-door shipment utilizing conventional means to be \$22.59 based on 71,824 shipments as compared to the average cost per hundred weight of \$22.19 in the Air Force DITY Program based on 25,617 shipments. The average cost utilizing conventional means of \$22.59 per CWT does not include packing/unpacking, storage or other accessorial charges. It is estimated that these charges would increase the average cost per CWT by 30-40 percent. This change would result in the average cost per CWT of a conventional move ranging from \$29.36 to \$31.62 which is substantially higher than the average cost per CWT of a DITY move (see Appendices A and E).

#### J. CONS OF THE AIR FORCE SYSTEM

1. The Air Force program is heavily burdened administratively in the area of Installation Transportation Officer procedures.

2. The Air Force system currently authorizes the payment of advance operating allowances to members being released from active duty and no longer in a pay status. This procedure makes the collection of erroneous or fraudulently obtained



payments difficult and highly susceptible to fraud and abuse. However, Air Force Headquarters personnel contend that the collection rate for members in this category averages 40 percent, based on results of collection actions initiated and completed, and do not consider this procedure to be a drawback to the Air Force system.

3. The Air Force system utilizes a decentralized payment system which allows for a greater number of errors, less opportunities for successful auditing, and a fragmented reporting system.

4. Transportation Officer counselors are required to use published MRT rates instead of discounted rates offered by many household goods carriers on various routes to draw up the required cost comparison. The use of published rates results in an inaccurate analysis of the cost and benefits to both the member and the service.

#### K. PROS OF THE COAST GUARD SYSTEM

1. The Coast Guard program is a very unencumbered program for the Transportation Officer to utilize. The majority of the administrative processes required to make the program work are placed on the member. This shifting of responsibilities allows for lower administrative costs in running the program and allows the counselor to place his emphasis on other types of moves.



2. The Coast Guard system does not permit the payment of advance operating allowances to members being released from active duty and no longer in a pay status. Although this is a distinct disadvantage to the member, it is a definite plus to the service.

3. Coast Guard Transportation Officers, unlike the other services, utilize discounted rates offered by many household goods carriers on various routes instead of published MRT rates to draw up the required cost comparison. This practice results in an accurate analysis of the cost and benefits to both the member and the service. The Coast Guard is the only service which utilizes this procedure. Coast Guard officials contend that the relatively small number of Coast Guard personnel who utilize the DITY Program, in comparison to the other services, and reduced workloads permit them to utilize this procedure.

#### L. CONS OF THE COAST GUARD SYSTEM

1. The Coast Guard instruction governing the DITY Program is not as explicit or detailed as the instructions of most other services.

2. Coast Guard members are expressly told, and their implementing instructions so state, that payment of the monetary incentive will not be completed until a minimum of 45 days after completion of the move.

3. The member is allowed a 50 percent cash advance operating allowance which is to be used for rental of the





equipment, moving aids, fuel, oil, special permits, weight tickets, tolls, etc. All other services utilize a BPA contract which is used to pay for the rental service equipment which is usually the member's major expense.

4. The Coast Guard member is tasked with searching for and arranging of the rental service equipment, packing aids, and moving aids. In all other services this task is required of the Transportation Officer and his assistants. This practice, if not carefully approached and handled by the member, could make a significant difference in the amount of total incentive he may receive.

5. The Coast Guard system does not require inspections of DITY moves. This practice could possibly result in a significant fraud problem for the service.

On behalf of the Department of Defense services, the Navy Regional Contracting Center, Washington, D.C. has signed a Blanket Purchasing Agreement (BPA) with the rental companies who operate within the Continental United States. Overseas, where the DITY Program is authorized for use, BPAs are placed with rental companies on a local or area basis, and are signed by the proper Service Contracting Officer. The Coast Guard Program does not utilize the BPA system; therefore, there exists no interaction between the Navy Regional Contracting Center and the Coast Guard in the area of DITY moves.



## M. OTHER CONSIDERATIONS

To complete this non-quantifiable comparison, extensive personal interviews were held with the various service headquarters and supporting staffs, a number of personal observations of member counseling sessions were conducted, and interviews with major contractors involved in the programs were held. The mechanics of this effort are displayed in Chapter II, and the resulting pros and cons to the member and each system are displayed above.

The programs of all services, with the exception of the Coast Guard, appear to be very member oriented; however, they are extremely time-consuming and place a large administrative burden on the services to fulfill both the letter and intent of the programs. This attitude was prevalently displayed in all interviews with counselors, supervisors, headquarters staff personnel and service members alike.

In the area of completeness and detail of service instructions promulgating and detailing administrative procedures and member's responsibilities and benefits, the Army, Marine Corps, and Air Force programs appear to be more complete. All services, with the exception of the Coast Guard, utilize published MRT rates instead of discounted rates offered by many household goods carriers on various routes to draw up the required cost comparisons. Due to the large volume of service members utilizing the DITY Program, this practice eases the time and administrative burdens of the Transportation Officer's staff



and provides a greater financial benefit for the member, but in reality is an inaccurate analysis of the true cost to the Government. The strict adherence of the Navy program alone to the 225 pound weight entitlement for personnel in pay-grades E-4 (less than two years service) and E-3 and below places the Navy member at a definite disadvantage in comparison to his peers in the other services.

The centralized billing/payment system utilized by the Navy as compared to the decentralized or combination systems utilized by the other services appears to be a distinct advantage in the effective use of financial personnel and provides a greater opportunity to successfully audit the system and billings/payments strictly from a financial standpoint and provides timely and accurate reports of utilization and cost.

During the research phase of this study the major emphasis in support of the programs appeared to be the great cost-savings enjoyed by all services. Realizing that this report has not taken into account all of the quantifiable variables for a truly detailed analysis, the total costs indicated above for each service do not support the conclusions that the DITY Program is a great cost-saver.



#### IV. CONCLUSIONS AND RECOMMENDATIONS

##### A. CONCLUSIONS

It appears that the Do-It-Yourself method of moving utilized by the various services follow the same general guidelines as required by law and regulation; however, the specific application of administrative procedures and payment/billing procedures vary from service to service. The programs of all services, with the exception of the Coast Guard, appear to be very conscious of the needs of the member and are especially suited to be an extra entitlement/service offered to the member.

In this study, emphasis was placed on the potential for fraud, waste, and abuse of the program entitlements/benefits. Within the limited scope of this study, it is felt that the potential for fraud, waste, and abuse does exist in varying degrees for certain areas of the Navy's program, specifically, in the area of advance operating allowance paid to members who are being released from active duty and no longer in a pay status, and in the area of inspections of DITY moves.

The remainder of this study was conducted as a comparison of the entitlements and administrative and payment/billing procedures utilized by the various services. Although the actual number of differences is considered to be minimal, the significance of these differences, from service to service,





are considered to be great. The Navy program is the only program which strictly adheres to the 225 pound weight allowance for members in pay-grade E-4 (less than two years service) and E-3 and below. This adherence definitely places the Navy member in a disadvantaged position when compared to members of the same grade in the other services. This particular subject has been among the topics of various conferences since the inception of the other service programs and remains today as a significant difference of opinion as to which stance is correct. All service programs with the exception of the Coast Guard program permit the payment of an advance operating allowance to members being released from active duty and no longer in a pay status. This procedure places those services in a position of creating a potential for fraud and abuse, while adding extra measures of auditing and attempting to collect erroneous or fraudulently-obtained payments from a member who is no longer in a pay status.

As a result of the many interviews held, on-site observations conducted, and a review of the administrative and payment/billing procedures of the various services, it appears the DITY Programs of all services are in the best interests of the member, but are extremely time-consuming, labor-consuming, and administratively burdened programs. The manning levels of trained counselors who are considered to be very knowledgeable in the area of DITY moves and counselors in general for



all services, with the exception of the Air Force, appear to be somewhat lacking in both total allowed and onboard strength.

## B. RECOMMENDATIONS

Based on the data presented, it is the writers' opinion that the Navy's Do-It-Yourself (DITY) Program is a very valuable and viable program to the service member. The results of the many interviews held indicate that the Navy program maintains the greatest control to alleviate fraud, waste, and abuse. We believe the following recommendations will beneficially improve the Navy's program for both the member and the Government:

### 1. 225 Versus 500 Pound Minimum Weight Entitlement

Presently, the Navy is the only service adhering to the 225 pound maximum weight allowance for members in pay-grade E-4 (less than two years service) and E-3 and below. The other services compute the incentive payment for these members utilizing the 500 pound minimum weight (as delineated in the MRT), although the member is entitled to a maximum weight of 225 pounds. If the member did not elect a DITY move, and was moved by conventional means, the Government would be charged the rate of the minimum weight of 500 pounds as indicated in the MRT. Throughout the interviews conducted, it was clearly stated that this appears to be a disservice to the member and should be changed accordingly. This is a very important benefit to junior personnel from which the member would definitely benefit without any extra cost to the Government.



Therefore, it is recommended that the Navy's program be modified to increase the weight limit of these members to a maximum of 500 pounds for DITY moves only.

## 2. Instructions/Procedures

The Navy program instructions and procedures governing the DITY Program do not appear to be as explicit or detailed as the instructions/procedures for the other services. Therefore, it is recommended that the Navy review and modify the applicable instructions and procedures to present more precise and complete details especially in the area of entitlements, procedures, and examples.

## 3. Operating Allowance

The Navy program currently authorizes the payment of advance operating allowances to members being released from active duty and no longer in a pay status. This procedure makes difficult collections of erroneous or fraudulently-obtained payments. Therefore, it is recommended that the Navy program be modified to delete the entitlement of advance operating allowances to these members. Although this is a reduction of benefits to the member, it appears to be in the best interest of the Government.

## 4. Publicity

Increased emphasis should be placed on making the Navy member aware of the possible benefits available to him by utilizing the DITY Program. Wider dissemination of this information could and should be made to the member by utilizing



the various service newspapers, magazines, Plan-of-the-Day notes, etc. The Air Force, for example, publicizes their DITY Program on a continuous basis, by various means, and their program has been significantly accepted by the members. A vigorous Navy publicity campaign should be undertaken to create bulletin posters, newspaper and magazine articles, Plan-of-the-Day notes, etc. which will direct the member's attention to the possible benefits to both the member and the Government.

#### 5. Counselor Shortages

The DITY Program as currently in use is very labor and time consuming and administratively cumbersome for the Transportation Officer and his assistants. Total numbers of trained counselors who are considered to be very knowledgeable of the DITY Program appear to be insufficient; therefore, this creates longer than normal waiting times for the members and, at times, insufficient and/or inaccurate presentation of entitlements, benefits and procedures. Therefore, it is recommended that a study be made of the manning levels of Personal Property Offices and that appropriate training of personnel be conducted, existing unfilled vacancies be rectified, and additional billets be added as necessary. The use of senior enlisted personnel in the ratings of Storekeeper and Personnelman as personal property counselors should also be considered.





## 6. Inspector Shortages

The Navy requires that a minimum of 50 percent of all outbound and inbound household goods shipments be inspected, and the tendency appears for the inspectors to devote their limited time to conventional moves rather than DITY moves. In the attempt to alleviate fraud, waste, and abuse of the DITY Program, it is considered necessary that an increased number of DITY shipments be inspected. To accomplish this task, additional personnel may be required. Therefore, it is recommended that a study be undertaken of the total numbers, duties, etc. of local inspectors in an attempt to determine work habits, workload, and availability to accomplish this task. As an interim measure, it is recommended that Personal Property Officers contact the local Naval Investigative Service Office for assistance in randomly inspecting DITY moves at the time the member receives his loaded vehicle weight ticket. Personal Property Office counselors should explicitly advise the member of the consequences of fraudulent actions on his part.

## 7. Further Studies

In addition to the recommendations indicated above, it is further recommended that an in-depth analysis be made in the following areas:

- a. Actual savings to the Government by using Individual Rate Tariffs (IRT) as compared to the standard Military Rate Tariffs (MRT) in the computation of the monetary incentive to the member.



b. Conduct an in-depth analysis of actual payments made to members released from active duty and no longer in a pay status with the intent of determining the actual percentage of erroneous or fraudulently obtained payments and the method and results of collection actions for these members.

The above recommendations have been made and areas that warrant further attention have been identified with the intent to upgrade and improve the Navy's Do-It-Yourself Program. In view of the millions of dollars spent annually by the Department of Defense for the transportation of household goods, continual emphasis should be placed on the Navy's DITY Program in achieving maximum cost reduction to the Government and definite incentives to the service member.



# APPENDIX A

	Air Force FY				<u>DITY RECAP</u> Army FY				Navy FY				Marines FY			
	79	80	81	82	79	80	81	82	79	80	81	82	79	80	81	82
ENLISTED	16637	21156	22217	21259	9261	13473	15297	11313	8481	10411	11852	11001	4010	4948	4526	6623
OFFICERS	3045	4152	4662	4358	1516	2173	3219	2467	1663	1012	1212	2341	628	766	834	952
TOTAL SHIPMENTS	19682	25668	26879	25617	10777	15646	18516	13780	10144	11423	13064	13342	4638	5714	5360	7575
CHANGE PERCENT	+3112 +19	+5986 +30	+1211 +5	-1261 -5	+1660 +18	+4869 +45	+2870 +18	-4736 -25	+3426 +50	+1279 +13	+1641 +14	+278 +2	+1399 +43	+1076 +23	-354 -6	+2215 +41
AVERAGE WEIGHT	3438	3332	3388	3325	3404	3088	3395	3205	2974	3214	2518	2381	2917	3279	3101	3214
AVERAGE COST	519	661	742	738	627	669	930	779	601	751	887	893	565	785	1062	811
AVERAGE COST/CWT	15.09	19.83	21.88	22.19	18.41	21.66	27.39	24.30	20.20	23.30	35.21	37.50	19.36	23.94	34.26	25.23
AVERAGE DITY COST	151	182	189	203	218	217	322	230	241	291	212	372	246	311	340	315
AVERAGE INCENTIVE	246	346	405	384	276	319	421	393	213	306	317	342	206	316	509	334
PERCENT ALL DITY SHIPMENTS	43	44	41	42	24	27	28	23	23	19	22	22	10	10	9	13



# APPENDIX B

## DEPARTMENT OF NAVY

### DOD GBI PERSONAL PROPERTY TRAFFIC

CATEGORY OF TRAFFIC AND TYPE OF SERVICE	QUARTER ENDING 30 SEPTEMBER 1982			CUMULATIVE 1 OCTOBER 1981 - 30 SEPTEMBER 1982			Avg Cost Per CWT
	Shipments	Pounds	Cost	Shipments	Pounds	Cost	
PERSONAL PROPERTY							
A. DPM CONUS LINE HAUL <sup>a</sup>	23,622	75,291,535	\$24,497,256	94,624	328,386,085	\$108,370,710	\$ 33.00
	8,738	6,606,279	1,156,039	29,273	22,364,028	4,134,444	18.49
B. TIIRU GOVT B/L	14,884	68,685,256	23,341,217	65,351	306,022,057	104,236,266	34.06
I. HOUSEHOLD GOODS	14,106	68,339,943	22,952,707	62,178	304,586,278	102,727,318	33.73
a. Domestic Door-to-Door	9,675	49,050,082	10,498,815	42,661	216,028,285	44,285,092	20.50
(1) Motor Van - Code 1	9,627	48,756,657	10,369,781	42,406	214,687,831	43,760,837	20.38
(2) Containers - Code 2	48	293,425	129,032	255	1,340,454	524,255	39.11
b. International	4,431	19,289,861	12,453,892	19,517	88,557,993	58,442,226	65.99
(1) Van-Air or Sea Container Van - Code 3	44	193,393	182,590	271	1,228,331	1,144,054	93.14
(2) Door-to-Door Container - Code 4	3,297	14,179,817	9,735,874	14,499	65,348,231	45,958,438	70.33
(3) Door-to-Door Container b Surface - Code 5	1,025	4,655,934	2,360,423	4,452	20,691,021	10,578,738	51.13
(4) Door-to-Door Air Container Code 6	27	97,108	61,363	79	303,168	218,697	72.14
(5) Motor Van-Alaska - Code 9	---	---	---	---	---	---	---
(6) Door-to-Door Container c MAC - Code T	38	163,609	113,642	216	987,242	542,299	54.93
2. UNACCOMPANIED BAGGAGE - INTERNATIONAL	742	345,113	344,172	3,085	1,435,779	1,393,265	97.04
a. Land-Water-Land (LWL) - Code 7	76	36,878	31,041	198	81,322	76,110	93.59
b. Land-Air-Land (LAL) - Code 8	57	28,497	56,467	326	169,803	308,376	181.61
c. Land-Air (MAC) - Land c Code f	609	279,938	256,664	2,561	1,184,654	1,008,779	85.15
3. MOBILE HOMES	36	---	44,338	88	---	115,683	---
4. UNIDENTIFIED	---	---	---	---	---	---	---

<sup>a</sup> Line Haul transportation charges only, does not include any packing/unpacking, storage or other accessorial charges.

<sup>b</sup> ITGBL carrier charges only. Does not include MSC ocean lift or military ocean terminal charges.

<sup>c</sup> ITGBL carrier charges only. Does not include MAC airlift charges.





DEPARTMENT OF ARMY  
DOD GBL PERSONAL PROPERTY TRAFFIC

CATEGORY OF TRAFFIC AND TYPE OF SERVICE	QUARTER ENDING 30 SEPTEMBER 1982				CUMULATIVE 1 OCTOBER 1981 - 30 SEPTEMBER 1982			
	Shipments	Pounds	Cost	Avg Cost Per CWT	Shipments	Pounds	Cost	Avg Cost Per CWT
PERSONAL PROPERTY								
A. DPM CONUS LINE HAUL <sup>a</sup>	135,184	191,623,224	\$83,465,126	\$ 43.56	413,760	669,718,896	\$287,004,307	\$ 44.17
	75,971	20,272,658	5,270,270	26.00	190,706	80,336,505	19,412,118	24.16
B. THRU GOVT B/L	59,213	171,350,366	78,194,856	45.63	221,054	569,382,391	267,592,189	47.00
1. HOUSEHOLD GOODS	40,742	164,134,745	71,464,810	43.54	154,366	544,827,436	244,784,797	44.93
a. Domestic Door-to-Door	20,549	101,278,268	22,567,839	22.28	72,112	312,097,787	65,707,396	21.05
(1) Motor Van - Code 1	20,457	100,601,095	22,293,475	22.16	71,951	310,204,555	64,969,627	20.94
(2) Containers - Code 2	92	677,173	274,364	40.52	361	1,893,232	737,769	38.97
b. International	20,193	62,856,477	48,896,971	77.79	82,054	232,729,649	179,077,401	76.95
(1) Van-Air or Seg Container Van - Code 3	739	3,295,008	3,245,231	98.49	2,942	11,668,066	11,424,775	97.91
(2) Door-to-Door Container - Code 4	18,611	56,726,231	44,195,903	77.91	75,385	210,355,048	161,594,973	76.82
(3) Door-to-Door Container b Surface - Code 5	232	740,807	380,102	51.31	681	2,162,123	1,136,060	52.54
(4) Door-to-Door Air Container Code 6	1	1,860	8,091	435.00	6	16,363	53,216	325.22
(5) Motor Van-Alaska - Code 9	---	---	---	---	13	66,489	24,985	37.58
(6) Door-to-Door Container c MAC - Code 7	610	2,092,571	1,067,644	51.02	3,027	8,461,560	4,843,392	57.24
2. UNACCOMPANIED BAGGAGE - INTERNATIONAL	18,267	7,200,811	6,453,869	89.63	67,974	24,524,076	21,950,127	89.50
a. Land Water-Land (LWL) - Code 7	6,073	2,563,317	1,761,303	68.71	18,419	6,942,482	5,178,564	74.59
b. Land-Air-Land (LAL) - Code 8	3,792	1,479,512	2,256,037	152.49	12,564	4,397,841	6,711,170	152.60
c. Land-Air (MAC) - Land e Code 9	8,402	3,157,982	2,436,529	77.15	36,991	13,183,753	10,060,393	76.31
3. MOBILE HOMES	203	---	273,382	---	701	---	848,913	---
4. UNIDENTIFIED	1	14,810	2,795	18.87	13	30,879	8,352	27.05

<sup>a</sup> Line Haul transportation charges only, does not include any packing/unpacking, storage or other accessorial charges.

<sup>b</sup> ITGBL carrier charges only. Does not include MSC ocean lift or military ocean terminal charges.

<sup>c</sup> ITGBL carrier charges only. Does not include MAC airlift charges.



# APPENDIX D

## HEADQUARTERS, MARINE CORPS DOD GBL PERSONAL PROPERTY TRAFFIC

CATEGORY OF TRAFFIC AND TYPE OF SERVICE	QUARTER ENDING 30 SEPTEMBER 1982			CUMULATIVE 1 OCTOBER 1981 - 30 SEPTEMBER 1982			Avg Cost Per CWT
	Shipments	Pounds	Cost	Shipments	Pounds	Cost	
<b>PERSONAL PROPERTY</b>							
<b>A. DPM CONUS LINE HAUL <sup>a</sup></b>	11,118	28,324,994	39,060,335	41,581	101,422,692	\$14,725,320	\$14.24
	5,406	1,354,518	818,957	18,061	11,512,396	2,651,818	21.01
<b>B. THRU GOVT B/L</b>	5,912	24,970,476	8,241,378	23,520	89,910,296	32,071,482	35.67
<b>1. HOUSEHOLD GOODS</b>	5,116	24,695,045	7,917,806	19,722	88,646,172	30,899,411	34.86
<b>a. Domestic Door-to-Door</b>	4,067	20,519,541	4,967,188	15,174	70,801,569	17,734,113	25.05
(1) Motor Van - Code 1	4,043	20,389,461	4,912,957	15,095	70,433,437	17,582,213	24.96
(2) Containers - Code 2	24	130,080	54,231	79	368,132	151,900	41.26
<b>b. International</b>	1,049	4,175,504	2,950,618	4,548	17,844,601	13,165,298	73.78
(1) Van-Air or Sea Container Van - Code 3	5	12,290	15,491	26	77,044	89,066	115.60
(2) Door-to-Door Container - Code 4	960	1,810,168	2,749,056	4,088	15,938,754	12,016,521	75.39
(3) Door-to-Door Container b Surface - Code 5	72	262,273	136,762	388	1,631,887	928,704	56.91
(4) Door-to-Door Air Container - Code 6	1	3,595	12,863	4	14,735	30,674	208.17
(5) Motor Van-Alaska - Code 9	---	---	---	1	7,960	918	11.53
(6) Door-to-Door Container c MAC - Code T	11	61,178	36,446	41	174,223	99,415	57.06
<b>2. UNACCOMPANIED BAGGAGE - INTERNATIONAL</b>	712	274,569	185,614	3,561	1,262,525	814,857	64.54
<b>a. Land-Water-Land (LWL) - Code 7</b>	9	2,963	2,653	32	37,999	21,166	55.70
<b>b. Land-Air-Land (LAL) - Code 8</b>	68	38,496	51,864	231	97,870	147,268	150.47
<b>c. Land-Air (MAC) - Land - Code f</b>	635	233,110	131,097	3,300	1,126,656	646,423	57.38
<b>3. MOBILE HOMES</b>	82	---	116,662	211	---	357,335	---
<b>4. UNIDENTIFIED</b>	2	862	1,296	4	1,592	1,872	117.51

<sup>a</sup> Line Haul transportation charges only. Does not include any packing/unpacking, storage or other accessorial charges.

<sup>b</sup> ITGBL carrier charges only. Does not include MSC ocean lift or military ocean terminal charges.

<sup>c</sup> ITGBL carrier charges only. Does not include MAC enroute charges.



# APPENDIX E

## DEPARTMENT OF AIR FORCE 1000 GBL PERSONAL PROPERTY TRAFFIC

CATEGORY OF TRAFFIC AND TYPE OF SERVICE	QUARTER ENDING 30 SEPTEMBER 1982				CUMULATIVE 1 OCTOBER 1981 - 30 SEPTEMBER 1982			
	Shipments	Pounds	Cost	Avg Cost Per CWT	Shipments	Pounds	Cost	Avg Cost Per CWT
PERSONAL PROPERTY								
A. DPM CONUS LINE HAUL <sup>a</sup>	60,660	183,839,176	\$75,102,779	\$ 40.85	217,883	605,689,869	\$246,671,630	\$ 40.73
	20,757	13,490,150	2,992,229	22.18	74,587	48,073,463	10,782,302	22.43
B. THRU GOVT B/L	39,903	170,369,026	72,110,550	42.33	163,296	557,616,406	235,889,328	42.30
1. HOUSEHOLD GOODS	34,000	167,402,963	69,542,936	41.54	172,473	547,121,383	227,460,272	41.57
a. Domestic Door-to-Door	20,495	114,163,175	27,525,961	24.11	71,824	363,402,170	82,078,685	22.59
(1) Motor Van - Code 1	20,376	113,545,607	27,259,945	24.01	71,291	360,872,849	81,095,147	22.47
(2) Containers - Code 2	119	617,568	266,016	43.07	533	2,529,321	983,538	38.89
b. International	13,505	51,239,788	42,016,975	78.92	50,649	183,719,213	145,381,587	79.13
(1) Van-Air or Sea Container Van - Code 3	972	5,310,836	5,064,072	95.35	3,276	16,587,738	15,750,999	94.96
(2) Door-to-Door Container - Code 4	10,616	41,228,855	33,435,806	81.10	41,138	147,265,518	118,548,433	80.50
(3) Door-to-Door Container <sup>b</sup> Surface - Code 5	1,049	3,142,976	1,553,898	49.44	3,183	8,780,005	4,431,333	50.47
(4) Door-to-Door Air Container Code 6	---	---	---	---	2	10,700	24,444	228.45
(5) Motor Van Alaska - Code 9	1	1,864	1,538	82.51	1	1,864	1,538	82.51
(6) Door-to-Door Container <sup>c</sup> MAC - Code T	867	3,555,257	1,961,661	55.18	3,049	11,073,388	6,624,840	59.83
2. UNACCOMPANIED BAGGAGE - INTERNATIONAL	5,708	2,936,292	2,202,282	75.00	18,514	9,341,336	7,184,335	76.91
a. Land Water-Land (LWL) - Code 7	57	29,184	27,249	93.37	327	191,990	140,272	73.06
b. Land-Air-Land (LAL) - Code 8	350	162,274	256,351	157.97	1,023	469,057	687,290	146.53
c. Land-Air (MAC) - Land <sup>c</sup> Code J	5,301	2,764,834	1,918,682	69.90	17,164	8,680,289	6,356,773	73.23
3. MOBILE HOMES	190	---	361,829	---	676	---	1,031,259	---
4. UNIDENTIFIED	5	9,771	3,503	35.85	1,613	1,153,687	231,462	18.50

<sup>a</sup> Line Haul transportation charges only. Does not include any packing/unpacking, storage or other associated charges.

<sup>b</sup> ITGBL carrier charges only. Does not include MSC ocean lift or military ocean terminal charges.

<sup>c</sup> ITGBL carrier charges only. Does not include MAC airlift charges.





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